

30 Years of Success

The St. Lucie Drug Co. Offer a Remedy for Catarrh. The Medicine Costs Nothing if it Fails

When a medicine effects a successful treatment in a very large majority of cases, and when we offer that medicine on our own personal guarantee that it will cost the user nothing if it does not completely relieve catarrh, it is only reasonable that people should believe us, or at least put our claim to a practical test when we take all the risk. These are facts which we want the people to substantiate. We want them to try Rexall Mucu-Tone, a medicine prepared from a prescription of a physician with whom catarrh was a specialty, and who has a record of thirty years of enviable success to his record.

We receive more good reports about Rexall Mucu-Tone than we do all other catarrh remedies sold in our store, and if more people only knew what a thoroughly dependable remedy Rexall Mucu-Tone is, it would be the only catarrh remedy we would have any demand for.

Rexall Mucu-Tone is quickly absorbed and by its therapeutic effect tends to disinfect and cleanse the entire mucous membrane tract, to destroy and remove the parasites which injure the membrane tissues, to soothe the irritation and heal the soreness, stop the mucous discharge, build up strong, healthy tissue and relieve the blood and system of diseased matter. Its influence is toward stimulating the mucous cells, aiding digestion and improving nutrition until the whole body vibrates with healthy activity. In a comparatively short time it brings about a noticeable gain in weight, strength, good color and feeling of buoyancy.

We urge you to try Rexall Mucu-Tone beginning a treatment today. At any time you are not satisfied, simply come and tell us, and we will quickly return your money without question or quibble. We have Rexall Mucu-Tone in two sizes, 50 and \$1. Remember you obtain Rexall Remedies in Fort Pierce only at our store—The Rexall store, The St. Lucie Drug Store.

IN THE CIRCUIT COURT OF ST. LUCIE COUNTY, FLORIDA.

William E. Dunwoody, Complainant
—VS—
Florida Southern Railway Company, a corporation, Frank Q. Brown, trustee, and Frank Q. Brown, and all persons claiming an interest in the property in this bill described.
Defendants.
In Chancery

ORDER OF PUBLICATION

This cause coming on to be heard upon the motion of the Complainant for an order of publication to the defendant Florida Southern Railway Company;

And it appearing that William E. Dunwoody, complainant, has instituted suit and filed his bill in Chancery in the Circuit Court of St. Lucie County, Florida, against Florida Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Florida, Frank Q. Brown, Trustee, and Frank Q. Brown, and all persons whomsoever asserting or claiming any right, title or interest in the property described in said bill, the names and residences of whom are to the said complainant unknown, for the purpose of removing the cloud on the title of said complainant to the lands described in said bill; and it appearing further that a subpoena was duly issued out of said Court directed to said Florida Southern Railway Company, as prayed in said bill, and that said subpoena was thereafter placed in the hands of the Sheriff of St. Lucie County, Florida, and by him returned to the said court, unserved, because said defendant Florida Southern Railway Company could not be served owing to the failure of said corporation to elect any officers or to appoint any agents and further because the officers and agents of said corporation are unknown.

WHEREFORE it is hereby considered, ordered and decreed that said Florida Southern Railway Company, a corporation organized and existing under and by virtue of the laws of the State of Florida, be, and is hereby required to appear to said bill and defend said suit of the complainant, in the office of the Clerk of the Circuit Court of St. Lucie County, Florida, at Fort Pierce, Florida, on Monday, the 2nd day of January, A. D. 1911, and that this order be published once a week for the space of two months prior to the said 2nd day of January A. D. 1911, in the ST. LUCIE COUNTY TRIBUNE, a newspaper published and having a general circulation in said County.

DONE AND ORDERED, at Miami, Florida, this 24th day of September, A. D. 1910.

MINOR S. JONES,
Judge of the Circuit Court of St. Lucie County, Florida.
F. E. L. Enkle, W. H. Baker, Solicitors for Complainant.

SCHOOL AT HOME

Let the Carver School teach you by mail, the Art of Photography.

If you are seeking a profession that is not overcrowded and one that is remunerative, respectable and pleasant you are advised to take up photography—Let the Carver School teach you.

If you are an amateur photographer and wish to make better pictures at a lower cost or wish to become a professional—Let the Carver School teach you.

If you are a professional and wish to produce work that will be a pleasure to your customers and a credit to you—Let the Carver School teach you.

The Carver School of Practical Photography offers twenty complete, practical and inexpensive courses covering all branches of photographic work. Write now for full information, it is free and places you under no obligations. Address:

The Carver School of Practical Photography

Lock Box 504

Waterloo, Iowa

EFFICIENT DIRT ROAD IMPLEMENT

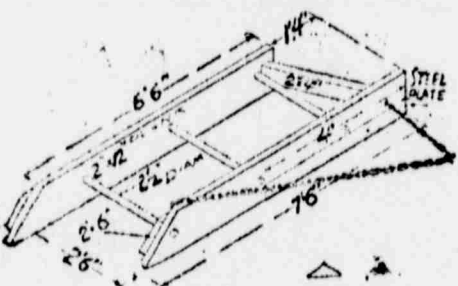
Construction and Methods of Using a Plank Drag.

WORKS BEST ON MOIST SOIL

Better Results Achieved by First Crowning Roadway With a Blade Grader—How to Operate the Machine Successfully.

How to construct and use one of the most useful and handy devices for improving earth roads is described in the Breeder's Gazette by Professor L. W. Chase of the Nebraska experiment station, who says:

The split log drag, or, as it is commonly called, the King drag, is with-



KING DRAG MADE OF PLANKS.

out doubt the best implement for keeping roads in shape and in many instances is as efficient as any other implement in the construction of earth roads.

The King drag can be constructed of either a split log or a plank, but in Nebraska the plank is much easier to obtain than the log; hence this brief description pertains to the construction from planks.

Select a good yellow pine, ash or oak plank two inches thick, twelve inches wide and fourteen feet long. Cut this in two at an angle so that one edge of each piece is seven feet six inches long and the other edge is six feet six inches long. Spike to the back and along the center of each of these planks a two inch by six inch piece, which re-enforces the plan. Bore the holes for the cross stakes about twenty-six inches apart and four inches from each end with a two and one-half inch auger, using care to keep the auger perpendicular to the plank. The two inch by four inch brace at the front end should start from the middle of the rear plank and drop to the bottom part of the front plank. The blade, which is generally made of stock cutter steel, should be given the proper cutting slope by placing a wedge shaped strip between it and the plank. One end of the chain is fastened to a cross stake, and the other passes through a hole in the plank and is held in position by means of a pin.

The use of the drag is more satisfactory if the road has first been crowned with a blade grader, but whenever this is not convenient and the traffic is not too heavy the road may be gradually brought to a crown by means of the drag.

The surface of the average country road should be covered in one round with the drag. One horse should be driven on the inside of the wheel track and the other on the outside, the drag being set by means of the chain so that it is running at an angle of forty-five degrees with the wheel track and working the earth toward the center of the road. In the spring, when the roads are more likely to be



DIRT ROAD BEFORE DRAGGING.

rutty and soft, it is generally better to go over the road twice and in some places oftener.

The drag should be floored with boards which are separated by open spaces of sufficient width so that the dirt which falls over will rattle through, and yet they should be close enough so that the driver can move about upon the drag quite freely.

To insure the successful operation of the drag it is necessary for the driver to use careful judgment. Sometimes it is essential that the blade be held down so that the drag will cut roots and weeds, while at other times the front edge should not bear too heavily upon the surface, as it will dig out a soft place which would be better left undisturbed. This regulation of the cutting edge can be accomplished by the driver moving back

and forth or to the right and left on the drag.

If the road is to be crowned with the drag it is often well to plow a light furrow along the sides and work this loosened dirt to the center. On roads with heavy traffic the drag should be used much oftener and with more care than on roads with light traffic.

The distance from the drag at which the team is hitched affects the cutting. A long hitch permits the blade to cut deeper than a short hitch. The heavy doubletree will cause the cutting edge to settle deeper than a light one.

There are very few seasons of the year when the use of the drag does not benefit the road, but it does the best work when the soil is moist, and yet not too sticky. This is the case within a half day's time after a rain. When the earth is in this state it works the best, and the effects of working it are fully as beneficial as at any other time. The Nebraska soils when mixed with water and thoroughly worked become remarkably tough and impervious to rain, and if compacted in this condition they become extremely hard. This action of the soil in becoming so hard and smooth not only helps to shed the water during a rain, but also greatly retards the formation of dust.

So much has been written and said pertaining to the great benefits from the use of the road drag that many people beginning the use of it become discouraged before they are well started. They should not feel thus, as it often takes a whole season for the road to become properly puddled and baked to withstand the rains and traffic. After a road has been worked with a drag only a short time it is not well to expect it to stand up to heavy traffic during a continued damp spell without being affected. However, it will take far heavier traffic than most earth roads receive to more than scuff up the surface. During the four years that the writer has observed the road shown in the illustrations only once has it ever become so soft that teams were not hauling a ton and a half of coal in each load over it. Even in the fall of 1909 teams were delivering 3,500 pounds of coal at a load to the university farm boiler house before the roads became frozen.

It is not well to consider the benefits from a good road as solely confined to heavy traffic, for there is no doubt that the time saved to light vehicles



THE SAME ROAD AFTER THREE YEARS DRAGGING.

and the greater pleasure derived from their use over good roads far surpass the economy in heavy hauling. While driving over a well crowned, smooth road the team does not have to follow the usual rut, no slackening has to be made for irregularities in the surface, and it matters not whether one or two horses are being driven.

A Dreadful Wound

from a knife, gun, tin can, rusty nail, fireworks, or of any other nature, demands prompt treatment with Buckhorn's Arnica Salve to prevent blood poisoning, gangrene. It's the quickest, surest healer for all such wounds as also for burns, boils, sores, skin eruptions, eczema, chapped hands, corns or piles. 25 cents at the St. Lucie Drug Co.

St. Augustine will expend \$27,000 for street paving; vitrified brick selected; streets include Sevilla, Treasury, Orange and Saragossa.

Kept the King at Home

For the past year we have kept the King of all laxatives—Dr. King's New Life Pill—in our home and they have proved a blessing to all our family," writes Paul Mathulka, of Buffalo, N.Y. Easy but sure remedy for all stomach, liver and kidney troubles. Only 25 cents at St. Lucie Drug Co.

Your opportunity to buy something you need, and to sell something you don't need, may both be found in the same column of TRIBUNE want ads.

Taylor county will construct 400 to 800 square yard's cement sidewalks, o courthouse walks.

Send your Job Printing to TRIBUNE office for neatness and dispatch.

John N. C. Stockton's Space

"A Little Tariff is a Dangerous Thing"

AMERICAN PROVERB

Tariff Talk in Plain Language

DO YOU KNOW—

That the last tariff law passed by Congress puts a tax of 165 per cent on the goods from which the cheaper grades of blankets are made, so that the merchant must charge you \$3.97 for a blanket worth \$1.50?

DO YOU KNOW—

That the last tariff law puts a tax of 250 per cent on the material out of which overcoats are made, so that the merchant must charge you \$26 for an overcoat worth \$6.

DO YOU KNOW—

That the average tax on all kinds of common wearing apparel is 100 per cent, thanks to that same tariff law, forcing the merchants to charge you DOUBLE its real value for everything you wear?

DO YOU KNOW—

That Charles A. Whitman, self-admitted representative of the Woolen Manufacturers' Association (known as the Wool Trust) ACTUALLY WROTE the wool schedule in that tariff bill, which even the good-natured Taft could not defend?

DO YOU KNOW—

That the average yearly wages of the 40,000 employes in Mr. Whitman's twelve million dollar mill, is a little less than \$44?

DO YOU KNOW—

That of the 165 per cent tax on blankets and 250 per cent on suits and overcoats which you pay over the cost of manufacture, Mr. Whitman and his associates get in profits more than four-fifths, and the government less than one-fifth?

DO YOU KNOW—

That wages are higher in England than in the United States considering their purchasing power?

DO YOU KNOW—

That plows, shoes, saws, clocks, sewing machines and other things are shipped to Europe, Asia, Africa and Australia, and are sold there by these same protected American manufacturers, for half to one-third the price charged the people at home?

DO YOU KNOW—

That five states in the Union get half the money needed to run their state governments out of taxes placed on corporations, showing that the Federal government does not need to lay a tariff to meet ALL its expenses?

DO YOU KNOW—

That the manufacturers make the tariff, the tariff makes the trusts, the trusts make the cost of living high and the wages low—and that this combination of accumulated evils is turning millionaires into billionaires and poor men into paupers?

JOHN STOCKTON KNOWS these things, because he has taken time to study them.

JOHN STOCKTON WILL FIGHT these evils, because his fighting blood has always gotten up when injustice, inequality and greed have oppressed the people.

JOHN STOCKTON AS UNITED STATES SENATOR will be in position to fight effectively for the people, and he will get something done, because he knows how to do things himself.

John Stockton has been leading the people's fight in Florida for 22 years.

John Stockton is a candidate for the United States Senate.

LET'S PUT STOCKTON IN THIS TIME.

\$50 Cash for One Box of Florida Oranges

The E. O. Painter Fertilizer Company Offers Cash Prizes for Florida Oranges to be Exhibited at Tampa, January 1911.

We will give \$50 cash First Prize and \$25 cash Second Prize for the two best boxes of Florida oranges to be exhibited at the meeting of the American Pomological Society in Tampa, in January 1911.

In addition to oranges, a large number of other prizes are offered for Florida grown fruits and vegetables. Full particulars of all prizes furnished on request.

Growers will be greatly assisted in the competition

THE E. O. PAINTER FERTILIZER CO.,

by using E. O. Painter Fertilizer Company's brands of fertilizer.

If you have never used Painter fertilizers, this is your opportunity to prove their value.

There is this great difference between Painter fertilizers and other fertilizers: Painter fertilizers are suited to the needs of your land.

Write for our 1910 Almanac and ask for particulars of all our cash prizes for the Pomological Convention.

Jacksonville, Florida